

## APPERSON EIGHT IS A FUEL MISER

At Least Sixteen Miles Is Their  
Usual Gasoline  
Mileage.

A strong jawed man with a haleful  
broke off half a dozen jagged words  
and hurried them at the proprietor of the  
New England Automobile Company.

"MacMurray," he growled, "this car is  
interrupting me."

MacMurray stepped up to the car and  
looked it over.

"Meaning just what, Mr. Giles?" he  
asked.

"Gasoline! Do you know that all my  
chauffeur can get out of this bus is  
seven miles a gallon?"

MacMurray examined the carburetor.  
The adjustment was perfect.

"You may be using that much gaso-  
line," he answered with the calm of a  
polite player with four aces. "But I'll  
bet my shirt it's not getting to the motor."

Furthermore, I've got \$100 that says I  
can climb up behind the wheel and get  
at least ten out of her, just as she  
stands."

"Climb up," said Giles briefly. "I've  
got the best chauffeur in Boston."

MacMurray emptied the gasoline tank.  
Then he filled the vacuum tank with  
gasoline—a little less than a gallon—  
and started.

"We'll go till she quits, and it will be  
over ten miles," he said.

Mile after mile crawled around on the  
speedometer. As the engine gave its  
last gasp it finally registered seventeen  
and a half miles on that gallon of gaso-  
line.

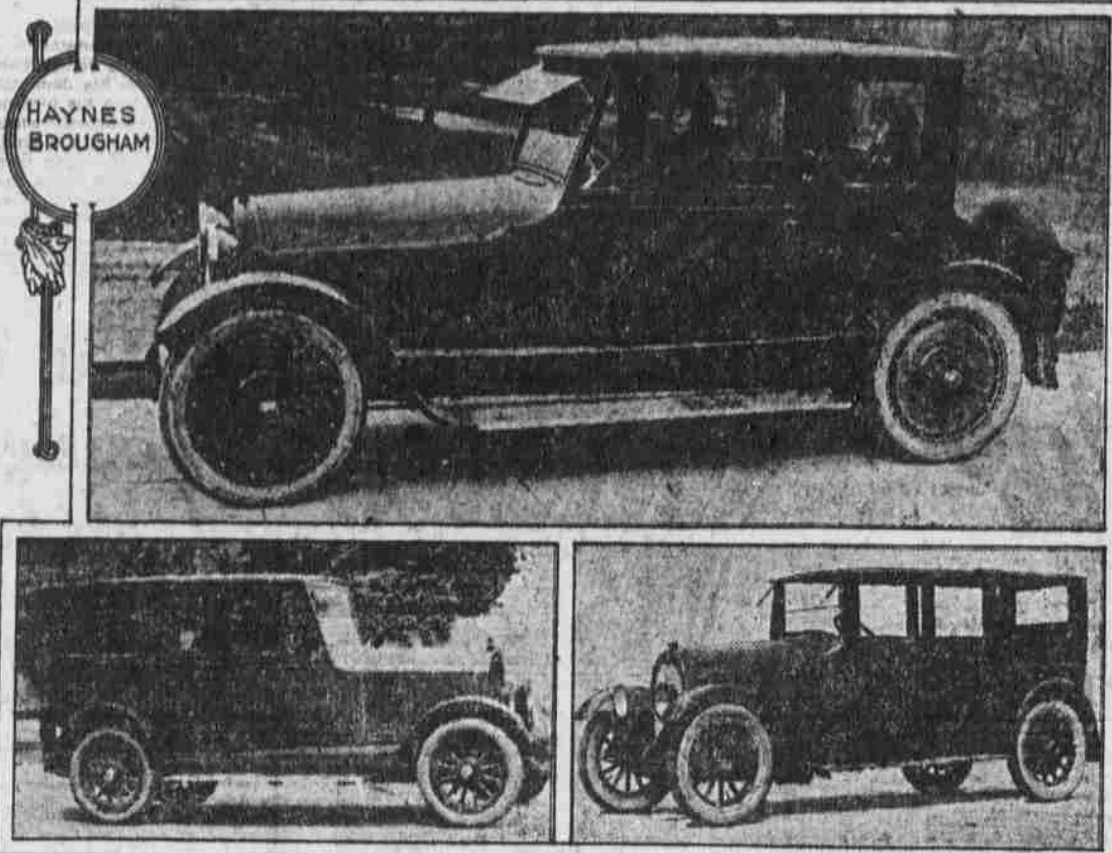
"I don't doubt your chauffeur is a  
beast," Mr. Giles, chuckled MacMur-  
ray, as he pocketed the \$100. "But after  
I've dropped a word in his shell-  
like ear you will find that he will get  
about ten miles more to the gallon of  
gas."

It will never be known just what Mac-  
Murray told "the best chauffeur in  
Boston."

"I've got it on him, all right," he said.  
"and he knows that his little frame is  
closed up for good. He's got a good job  
and wants to keep it, and he certainly  
does keep that car of Giles' tuned up  
now! He tells me she rolls out about  
eighteen miles to the gallon right along."

As a matter of fact, Apperson Eight  
all over the country are making the  
same kind of records for mileage. The  
"Eight with eighty less parts" is a fuel  
miser.

SHOWS NEW STUTZ SPECIAL.  
Conservation should appeal to the  
motorist, especially when this amount of  
conservation is included in a motor car  
being built by an engineer and manufac-  
turer of the reputation held by Harry C.  
Stutz of Indianapolis. Mr. Stutz is at the  
head of the H. C. Stutz Company and is pre-  
siding for the first time in New York at  
a chassis and a completed model of the  
H. C. Stutz Special. Simplicity and proven  
reliability are also emphasized in the  
new job, and around these fundamentals  
has been built beauty of the type that  
will continue to be beauty even in the  
third or fourth decade. The discor-  
minating public is invited to study the  
H. C. Stutz models at the Hotel Astor dur-  
ing show week.



COLE TOUR SEDAN

APPERSON SEDAN

## PIERCE-ARROW CARS REVEAL EFFICIENCY

Fine Display of Dual-Valve  
Engine Is Real  
Attraction.

Dual-valve engine efficiency is seen in  
its highest stage of development in the  
Pierce-Arrow passenger cars displayed in  
the Palace this week. Because of the  
same gained through the astonishing per-  
formances of the perfected engine the  
improved Pierce-Arrow Dual-Valve Six  
is attracting much attention.

"It is an engine that answers every  
whim of the driver," says Clarence W.  
Cady, passenger car executive of the  
Harrold Motor Car Company, Pierce-  
Arrow distributor. "It can crawl  
along at four miles an hour and sud-  
denly spurt to a racing speed; it can  
hold steadily to the road at seventy-  
four miles an hour with top and wind-  
shield up; it can ascend the steepest  
hill with a powerful sureness that frees  
the minds of passengers from anxiety.  
There is a mechanical reason, of

course, for the remarkably increased  
flexibility, power and speed of the Dual-  
Valve Six. Because there are two ex-  
haust and two intake valves for each  
cylinder, instead of one each, the  
"breathing" capacity of each cylinder is  
increased enormously. Dead gases,  
which if not expelled completely would  
contaminate and deaden the incoming  
explosive mixture, are exhausted per-  
fectly. Likewise, a full charge of fresh  
vapor is assured through the double in-  
take valves."

Most striking of all is the fact that  
because of a 30 per cent. increase in en-  
gine efficiency, as compared with former  
engines with similar strokes and bore, the  
Dual-Valve engine is far more economi-  
cal in gasoline consumption. In fact, the  
savings amounts to 11 per cent. in the 48-  
horsepower model and 25 per cent. in the  
38-horsepower size.

In terms of power, the identification of  
Pierce-Arrow cars as 38 or 48 horse-  
power models gives no conception of the  
force that actually is generated. The ac-  
tual horsepower developed is enormously  
greater than that indicated.

In striving to refine the performance  
of the engine, which for nearly two years  
has given satisfaction to thousands,  
Pierce-Arrow engineers have bettered the  
ignition system so that it insures an even  
smoother running of the engine and a  
greater degree of reliability. Instead of  
the battery-magneto system, which was  
difficult to synchronize, a special dual-  
ignition system has been perfected by  
Pierce-Arrow and Delco engineers. This

dual system, which uses two sets of  
spark plugs, two distributors and two  
timers working independently, yet in  
exact unison, enables the engine to ac-  
celerate more readily and to run more  
positively at slow speeds.

Another refinement which features the  
cars on display is in the transmission.  
Gear shifting now is accomplished with  
an ease not possible formerly. This is  
especially noticeable on steep hills in  
shifting from a higher to a lower gear.  
In fact, a shift can be made noiselessly  
and quickly from fourth speed to third  
while the car is speeding at a rate of  
fifty miles an hour.

A study of the stock models on display  
at the show is convincing proof of the  
fact that the Pierce-Arrow policy of  
quality first has been upheld. Both the  
38 and 48 horsepower models represent  
the final note in motor car building.

Two exhibits are offered to the pub-  
lic by the Pierce-Arrow Company. One  
is at the Grand Central Palace. A sup-  
plementary exhibition is being held at  
the showrooms of the New York City  
Pierce-Arrow distributors, the Harrold  
Motor Car Company, 233-239 West  
Fifty-fourth street, near Broadway.

At the show, one 38-horsepower and  
two 48-horsepower models are displayed.  
The 38-horsepower car represents one of  
the most popular closed models, a town  
brougham. The 48-horsepower cars both  
are touring models. One is a six-passen-  
ger and the other a four-passenger. The  
latter car is of striking beauty, being  
fitted with a Victoria top.

## FOUR BODY MODELS IN DORT EXHIBIT

Cut Out Chassis Is Feature  
That Lends Added  
Interest.

Four body models together with a  
cut out chassis completes the Dort ex-  
hibit, Space A 3, at the Grand Central  
Palace for this twentieth annual motor  
show. The Dort showing consists of the  
popular five passenger Dort touring car,  
the two passenger roadster, the five pas-  
senger four door four season sedan, and  
the three passenger four season coupe and  
the cutout chassis that readily shows the  
many points of superiority in Dort con-  
struction.

Good looks and refinement are charac-  
teristics of all Dort models. In the open  
cars many minor changes have been in-  
corporated to add to the convenience of  
the owner. In the first place the hand  
brake and gear shifting levers are in  
centre position, well forward, so that  
ample room is provided when entering  
the front compartment. The foot pads  
on both the foot brake and clutch pedals  
are extra large and so curved that they  
fit into the ball of the foot, which  
makes for easy operation.

The gas tank, operated under vacuum  
pressure, is suspended from the rear  
frame and permits of a more even dis-  
tribution of weight than locating the  
tank in the cowl. Upholstery is deeper  
and the cushion springs are stronger,  
giving a more durable and longer lasting  
type of seat.

Many refinements have been incorpo-  
rated in the exterior appearance, which  
will be noticeable at a glance. The head-  
lights are larger with nickel rims and  
lack centre, a pleasing combination. The  
rounded hood and carefully molded  
fenders lend gracefully to the beauty  
of the entire design.

Those of a mechanical nature who  
are desirous of witnessing the simplicity  
and careful engineering of Dort con-  
struction can do so from the cutout  
chassis that shows in detail every part  
of the Dort's "inner works."

The Dort motor is a four cylinder cast  
on bloc, of the latest accepted practice.  
Bore is 3 1/2 inches, stroke 5 inches with  
extra light cast iron pistons. Trans-  
mission of the selective type, with three  
speeds forward and one reverse, is built  
in unit with motor.

Both front and rear springs are extra-  
long with the main leaves of tungsten  
steel, a guarantee of long spring life.  
Rear springs are the approved cantile-  
ver type.

The Dort rear axle is three-quarter  
floating, with nickel steel gears and  
axle shafts mounted on high duty roller  
bearings. Equipment is complete.

It will be noted from the cut out

chassis that simplicity and accessibility  
of all working parts are uppermost  
throughout Dort designing. In fact it  
has always been the Dort ideal to build  
the Dort car in such a way that it can  
be cared for by the average owner, and  
also that if it should require expert  
service, this can be had without the  
outlay of huge repair expense.

First and foremost in simplicity, from  
the standpoint of upkeep, is the oiling  
system. A car well oiled is a car that  
runs well and the Dort oiling system  
makes it possible for any man, regard-  
less of mechanical knowledge, to keep  
it properly oiled after a single instruc-  
tion.

Then there is the matter of accessi-  
bility. Every adjustable part is ar-  
ranged with special attention to its ac-  
cessibility.

It is possible to remove the entire  
power plant without removing the body;  
in fact without removing another part  
of the car except the radiator. The  
same accessibility of construction is  
found throughout the entire design.

WESTCOTT'S FINE DISPLAY.  
Showing All Models Manufactured  
in Ohio Plant.

The Westcott, distributed in New  
York by the Westcott Motor Company,  
1338 Broadway, is at the show in a  
distinctive new design with a fascinat-  
ing two tone color combination and with  
numerous refinements that add to the  
comfort of the passengers and to the  
performance of the car.

In the new models the makers have  
sought unusual beauty and comfort and  
at the same time have had in mind all  
those points of mechanical perfection  
which have led owners to give the West-  
cott the name of "the car with a longer  
life."

The new two tone color combination  
adds to the car just the touch that  
makes it stand out as a motor car of  
remarkable beauty and attractiveness  
of design. A belt extending around the  
body, at the top and over the hood, is  
in a lighter color than the panels be-  
low it, and the wheels are finished to  
match the belt in color. This two tone  
effect has appealed instantly to those  
who have seen it as an unusually beau-  
tiful and distinctive plan of decoration.

Adding to the attractiveness of the  
appearance of the car are a cowl ven-  
tilator controlled from the dash, and a  
cowl fitting windshield with the lower  
glass stationary.

The makers of the car, the Westcott  
Motor Car Company, Springfield, Ohio,  
are showing all models that are now  
being produced at the plant. They are  
of two sizes, the Larger Six and the  
Lighter Six.

The larger size is represented by a  
seven passenger touring car, a five pas-  
senger touring car and a seven pas-  
senger limousine sedan. In the lighter  
size is included a two passenger road-  
ster, three passenger coupe (straight  
seat), five passenger touring car and a  
five passenger sedan.

## Ten Distinct Benefits Automobiles Brought

By C. H. LARSON,  
President, Oldsmobile Company.  
THE automobile has been respon-  
sible for at least ten different  
and distinct benefits, according  
to C. H. Larson, president of the New  
York Oldsmobile Company, who lists  
them as follows:

1. It has made land accessible,  
particularly in suburbs, to which rail  
transportation facilities were origi-  
nally poor, and in many instances  
still is.

2. It has saved thousands of lives  
by making it possible for physicians  
to reach their patients speedily and  
conveniently and for fire engines, lad-  
der companies and ambulances to  
travel at triple the rate they could go  
when they were horse driven. A few  
weeks ago New York's "Rescue  
Squad" covered ten miles in fourteen  
minutes.

3. It has done a humane service in  
giving mankind the truck, so that the  
burden of the nation's hauling can be  
effected by a machine instead of an  
animal.

4. It has been the direct cause of  
spending hundreds of millions of dol-  
lars in the building of new roads and  
in the improvement of old ones, and  
the betterment and maintenance of a  
highway system is nothing short of a  
blessing, because of the advantages  
that flow from it.

5. It has relieved the strain of trans-  
portation, especially in the chief cities  
of the country, which have long been  
struggling under the need of addi-  
tional means of carrying traffic.

6. Its mere existence has provided  
man with a new ambition; that of  
reaching the point where he will some  
day be able to afford a car. Hitherto  
man wished to have his own home.  
To-day he wants an automobile as  
well as a home—and sometimes, the  
former before the latter.

7. It has helped the health of a  
large percentage of motorists; at  
least it has put most motorists in a  
condition where they are able to com-  
bat disease much more effectively be-  
cause of their open air trips.

8. It has brought into being an-  
other industry of world importance,  
ranking among the first five in this  
country, for the exercise of man's  
endeavors and ingenuity.

9. It has created a medium that  
combines, with high effectiveness,  
utility and pleasure at a compar-  
atively low cost.

10. It has increased productivity  
and efficiency in a thousand places.

## NEW LIBERTY PLANT IS AT TOP SPEED

Still Further Extensions in  
Progress Prove Great  
Demand.

The completion of the new plant of  
the Liberty Motor Car Company con-  
cludes an event that is noteworthy even  
in an industry replete with exceptional  
happenings.

When construction of this plant be-  
gan of course it was the intention to  
push the work with all possible speed  
consistent with good workmanship. It  
was recognized as a gigantic undertak-  
ing, for this factory includes four great  
buildings, all of which are of the most  
modern type, and each is finished and  
furnished and equipped after the most  
advanced methods. Nevertheless, after  
making allowance for the usual delay,  
it was anticipated that the plant would  
be complete in all respects by mid-  
winter.

Strikes and material and labor short-  
age aggravated the ordinary looked for  
troubles, but in spite of everything the  
plant was actually finished, and is now  
turning out Liberty cars in a little over  
four months after work began.

Some of the difficulties in this great  
undertaking were of the most disheart-  
ening character, but not insurmountable,  
as the happy ending proves. Thousands  
of yards of dirt were hauled in wagons  
and motor trucks to fill the low ground  
on the twelve acre factory site. Ma-  
terials for buildings, and even food  
for the workmen, was hauled over a  
road for blocks, while other work-  
men were laying gas mains and sewers  
in the same street. Bad weather con-  
tinually hampered the workers, but the  
men went about their duties loyally and  
were as unconcerned about an occa-  
sional wetting as a life guard on a  
bathing beach.

The same unmitigable demand for  
Liberty cars which prompted the build-  
ing of this plant is still in evidence, as  
is shown by the fact that, since its  
completion, foundations have been laid for  
extending the service building another  
300 feet. And Percy Owen, the presi-  
dent of the company, now announces  
that an additional twelve acres of ad-  
joining factory ground have been se-  
cured, making twenty-four acres avail-  
able.

LIKES FEDERAL TRUCKS.  
One of the largest printing firms of the  
country, the H. D. Rosen Company of New  
York city, with offices in Chicago and St.  
Petersburg, has placed an order for another 14  
ton Federal to speed up deliveries. In the  
printing business speed is the first requisite  
—the pressmen wait for no man.

# STANDARD EIGHT A Powerful Car

See it at the Show

THE Standard Eight is a powerful  
car which does not depend on  
weight to keep the road.

Balance, suspension, and right pro-  
portions have been so perfectly coordi-  
nated with power that the Standard  
Eight's riding comfort leaves nothing  
to be desired.

Thus that sense of full and unlimited  
power which every motorist covets be-  
cause it is the base of all motoring  
pleasure is obtained without sacrificing  
comfort in riding.

See the sedan and other new models  
at the Show.

STANDARD STEEL CAR COMPANY  
1920 Broadway, New York City

DIUGUID BROS. BRADFORD & LOMAS, Inc.

2205 Bedford Ave., Brooklyn, N. Y. 609 Crown St., New Haven, Conn.

F. C. HUFF MOTORS CO. WRIGHT AUTO SERVICE CORPORATION

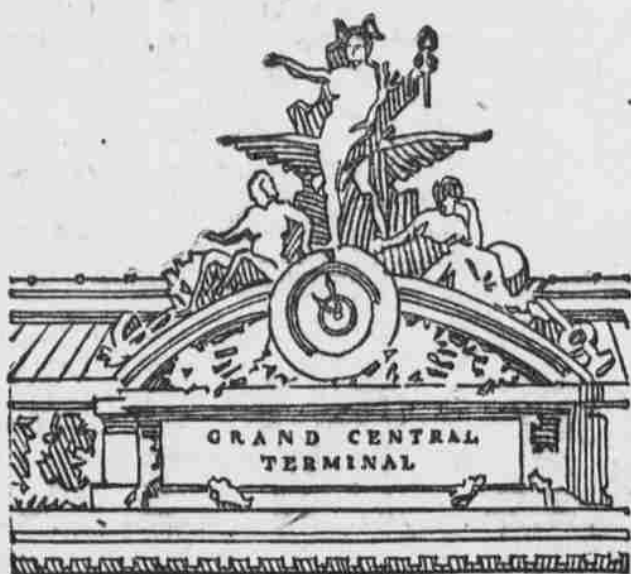
254 Central Ave., East Orange, N. J. 43 Wash'n St., Poughkeepsie, N. Y.

TRI-STATE CO. HEUBLEIN GARAGE CO.

15 Court St., White Plains, N. Y. 39 Gold St., Hartford, Conn.

FORSYTH & DAVIS MOTOR CAR CO.

111 Green Street, Kingston, N. Y.



## NEW ENGLAND CRAFTSMANSHIP STILL LIVES



NE of the most inspiring phases of our  
history as a nation is the story of early  
American craftsmanship which centered  
in New England. The spirit of un-  
compromising excellence, inborn in  
these early New Englanders, made  
them do things as well as they could be done.

Americans ought to be proud of the fact that this  
spirit still lives in New England and that the descendants  
of these men are still the one largest group of master  
workmen in our nation.

New England is still the home of the born artisan—  
trained now in the practical application of their artistry  
to modern economical manufacturing.

The master workmen who build Stevens-Duryea  
Motor Cars belong to this group. They themselves set  
the Stevens-Duryea standards established in the earliest  
days of the motor car industry, and now perpetuate them.

They instinctively maintain the high tradition of craftsmanship to  
which by birth they have fallen heir, and which by training they are  
qualified to carry forward.

Those who love beauty and sincerity of workmanship will experi-  
ence keen delight in the Stevens-Duryea Cars exhibited at the Auto-  
mobile Show.

We hope you will take advantage of this exhibition to examine closely  
the work of the born artisan as expressed in the modern motor car  
chassis as well as the more obvious aspects of body and mechanical design.

Stevens-Duryea, Inc.  
CHICOPEE FALLS, MASS.

## STEVENS DURYEA MOTOR CARS